INDIANAPOLIS, OCTOBER 27, 1849.

CENTRAL PLANK ROAD .- Six Miles Finished .- Mr. Rosson, the energetic and efficient president of the Central Plank Road Company, on Thursday last showed us out along the line of that portion of the plank road which is finished west, six miles. The road is well built, bridges all picely repaired, and all finished up snug. The work was completed yesterday, and the toll-gate, at the east end of White River bridge, is up to-day. Mr. A. Fukeway has been appointed gate-keeper, (an excellent appointment, by the way,) and is now at his post. Those travelling that way will therefore remember to take change for toll. It is the design of the company to in the legislature, pledged themselves that Gen. Tayextend the road, both cast and west, as rapidly as for would correct his report. Gen. Taylor utterly retheir means and the weather will permit. Success fuses to make any correction, and the second regi-

HOLMES'S TAVERN.-John and Kennedy Holmes suffer this stigma to rest upon this regiment ! Will have just finished an extensive and elegant tavern they not see that justice is done to it ! Thursday evening last, they were putting in the furniture. If this house be properly kept it will become a stigma upon the Missouri Volunteers, but the Lea favorite resort for our city folks. As it is just the gislature of that State promptly took the matter up, and had justice done to her volunteers. Then let

NEW TELEGRAPHIC LINE .-- We are glad to learn What say the press of Indiana !- Paoli Eagle. that preparations are making, by Mr. Lee, the Agent of Morse's Telegraph, to build a new line from St. by several papers. We had indu'ged the hope, that Louis to Cincinnati: the eastern part of it to run some of our members in the last Congress would have through Sheltyville, Rushville, Connersville, Hamil- taken the subject in hand; that they would have ton, &c. Mr. Lee is now in this city, soliciting sub- called for a thorough investigation of the facts by a scriptions for stock, and we hope will receive abund- special committee, and made a demand for justice. ant encouragement. It is said that all the stock has We hope the next session will not pass over without been taken except for the portion between Indianapo- some such action. It is due to the character of this lis and Terre Haute. The line will cost \$150 per State, as well as to that of her slandered citizens. It mile, and the distance will be about 400 miles. Mr. is desirable in order to exhibit the very ungenerous Lee is very sanguine as to the success of the line af er character of General Taylor in its true light. The completion, and is willing to guarantee that it will world should be taught the lesson, that in this country, pay at least ten per cent, to stockholders. The line official station, (undeservedly conferred,) shall not be is desirable for many reasons; one being, that it will made a shield for the protection of injustice, prejugive us a direct means of communicating with Cin- dice and tyranny, especially when these bad passions cinnati, without the necessity of losing time and in- are manifested by men who are so likely to escape curring cost by transcribing messages at intermediate responsibility as officers of the regular army undoubtoffices. Competition, too, would make the present ediy are. line worth something, perhaps. Our people have put a good deal of their means into railroads, but we hope they will be able to give Mr. Lee a lift.

of a Board of officers to revise the Rules of the Na- admit, are loud in their complaints; and the heavy val School, recently, we observed, that to make the commercial interests affected through them, are beschool what it ought to be, there should be added two ginning to feel the effects of the foolish substitution professorships-those of Military Evolutions on the made by Old Taylor, or his Regency. It bears heavy land, and of International Law. The recent services on us; but on the principle that "misery loves comof a portion of the navy, in the land service, in Mexico, demonstrates the utility of the first; and the the old whig gramblers may see the difference bemore recent difficulty, of which the conduct of Commander Carpender was one of the causes, and which cessful contradiction that ever were our mails at this under some circumstances might have led two great point in such a state as at present, either in or out of nations into a quarrel, shows the necessity, that our the post-office. Scarcely a mail arrives here in seanaval officers should have some knowledge of law. son, being late from six to twenty hours, and this, It seems to be a conceded point, that Carpender had a when there is no excuse. Then the mails themselves just claim for salvage, for saving the French ship are mixed so as to bring papers from the east by eve-Eugenie, and equally clear, that he had no right to ry mail that arrives from west, north or south. Mails detain the vessel, as he did for a short time, as a from all quarters arrive by the cars from the south, surety for payment, before the claim had been adjudi- thus making "confusion worse confounded." D.d. cated by a competent court. Certainly it would seem, our P. M. here report cases, he would have to emthat if he had possessed the requisite legal know- ploy a much larger number and swifter clerks than at ledge, no difficulty would have occurred. We hope present. As one solitary instance—on Monday last, that the board of officers at Washington will think there was a very large load of mails by the cars, of this subject, and if they opprove our suggestion, there having been but a few for two days previous. will recommend it to the attention of Congress: for Notwithstanding a leisure day, (Sunday) in the we suppose the board has not authority to make the Madison P. O., the Taylor concern of a P. M. foraddition we propose.

Hosbrook & Co's, steam works, a day or two ago, to our Whig merchants and Whig bank cashiers at examine a patent stave dressing machine, recently Madison should not have replies by return mail, they put in operation. It is of very simple construction, can blame their pet for it; and if the same class in but seemed to perform the work most admirably. We Cincinnati should be in a quandary, and protest some think it deserving of the particular attention of coop- of their friends at Madison, why, just repay the ers and millers, because, if we are not very much in costs, throw up your caps, and huzza for Old Zack error, the excellent and speedy manner in which and his guillotine crew. If this were a solitary case. the machine performs its work, will afford much even at the Madison Office, we would not even mengratification. Machines of this kind, which will tion it in this connection; but we have had our river operate economically, as we think this will, are ne- papers repeatedly returned, when legibly directed and cessary to enable us to compete successfully in the sent via that route. But Madison is not a solitary sale of barrels in other markets. We have plenty of case. We know not of a single officer put in by this timber, and with such muchines may export thousands administration who gives the public satisfaction that of barrels yearly.

We observe that Mrs. Sarah T. Bolton of this city has contributed a beautiful piece of poetry to the last number of Sartain's Magazine, and another, and perhaps a better one to the National Era of Oct. 18. Mrs. B's. poetical talents are hardly excelled by those this unimaginative judgment of ours will be assented Gaskill, a Jersey shoreman, of whom the Newark to ultimately, by those who may now think it of little worth. Mrs. B. we hope will not fall into that common error of poets,-writing too much. Poe's ever received one cent by way of remoneration:" Raven for instance, is worth five thousand ordinary "Capt. G. is as unassuming as he is brave, and it ballads, either as a measure of fame to the author, or is with the greatest difficulty he can be induced to of lasting gratification to the reader. However, one enter upon a recital of his adventures, which have is not apt to write too much, who writes as well as been sufficiently numerous on our wild and desolate Mrs. Bolton generally does.

of the distinguishing traits of Americans to show to the beach, but their boats were all to heavy to be great courtesy to women. This is especially and generally evinced in travelling conveyances. There is the inlet. In the extremity of despair, and while the an occasional exception however, and we heard of vessel was momentarily expected to go to pieces. one on Thursday last. The roads are so bad, that Capt. G. arrived with a diminutive gunning skiff, they at present use mud waggons on the routes east decked over, except a small space scarcely large and west. There are but two seats for passengers, ried across the beach, launched into the surf, and and upon the front one they ride backwards. On the Captain G., seizing the oars, started directly through occasion spoken of, there were four passengers; one the breakers for the brig. Every wave, of course, man, a reverend personage, and three ladies, one 75 submerged the tiny craft, but, dreuched and half years of age and feeble, yet this reverend gentleman, having been lucky enough to get the back seat, had of the bold sailor, and, forgetting their own peril, the heartlessness to decline yielding it to the old lady. hailed her, "Skiff shoy! where are you bound?" How he could sit comfortably vis-a-vis with the dis- Captain G. received one of the crew from the bowobliged lady during the journey, is more than we can sprit, who sitting with his back to the stern, formed guess at. A hog, however, we presume, is not much troubled by sensitiveness when the gratification of his G. continued his trips until every man was saved; natural propensities is at stake.

day's paper, it will be observed that a State Conven- been for the intrepidity of Captain G. in venturing tion of Free Soil Men is called, to meet in this city out in his mere legg-shell skiff. No offer of money in December next, for the purpose of providing for the knowledge that fellow creatures demanded his the establishment of a Newspaper Organ at the Capi- essistance appealed to the heart, and commanded the tal, devoted to the new organization. There may be aid of the generous sailor." something more in this proposed movement than meets the public eye, and if there be, time will of clever thing than W. H. TALBOTT of this city. For course develop the matter. We think it proper now astance, the "Junior" of the Sentinel and "wE" of to say for the satisfaction of our readers, that we pub. the Journal hoppened to meet at his Jewelry establishlish the notice at the request of a leading gentleman less than to present each of us with a splendid gold of the anti-slavery party, who in time past was a pen, which he did in the most graceful and appropridistinguished member of the whig party. From this, are manner. We hope our Democratic friends may we infer only, that those at the head of the move- not suspect the "Junior" of the Sentinel of any arisment cannot confide in the belief that the democratic locratical tendencies on account of using a pen so elparty will adhere to the line of policy marked out by should, hereafter, discover any thing in the "Sentiuel" the last Democratic State Convention, and that they savouring of such notions, attribute it to the pen, and still more strongly distrust the whig party under the not to the "Junior."-State Journal. lead of Taylorism.

new paper just established at Detroit, Michigan, by Robert McBratney and James D. Liggett. It is a large, well printed and ably edited sheet.

printer, a very good feature in this case.

Indiana Sentinel.

Published every Thursday.]

The Second Regiment.

The Second Regiment has not had justice done them, for the noble part they took in the battle of Buena Vista. Winter before last prominent whigs, ment stands upon the records of the country bramied as "fugitives." Will our Legislature and Congress

house at Mount Jackson, on the national road, two No men in that hattle did better service than they, and a half miles from the city. As we passed on and it is nothing but right that they should have jus-In the Florida war, Gen. Taylor attempted to cast

Indiana do likewise.

The above suggestions have been favorably noticed

THE MAILS AGAIN .- We suppose the whigs of this day are ready to acknowledge with us, that never have the mails been in such wretched confusion as at THE NAVAL SCHOOL .- Alluding to the appointment the present time. The principal whig papers, we warded all his Cincinnati package of letters to this STAVE DRESSING MACHINE.-We dropped into P. city, whence they will have to be returned. Thus if the old ones did. We hope the U.S. Senate will take good heed who they qualify in important offices. Of one thing at least, and we know what we say,-

> A NOBLE-HEARTED WRECKER .- The Salem (N. J.) Standard relates the following of Capt. Joseph ous occasions in rescuing six hundred persons and millions of property from ship-wreck, without having

that body should require that the appointee can read

and write, at least tolerably.

shore to fill a most interesting volume.

"Last April a brig drove ashore near Great Egg Foreign travellers have remarked, that it is one Harbor. The night was dark and the storm raged enough to seat the rower. The skiff was soon carand sunrise found him struggling for a full hour, on his last trip, with the captain and his dog. The en-A NEW WRINKLE .- By a notice published in this tire crew would undoubtedly have perished had it not would have induced him to perform this noble act, but

GOLD PERS .- No one knows better how to do the

We are glad that our neighbor of the Journal "The Peninsular Freeman" is the title of a appreciates us so well, but we don't see why a gold pen should not write democracy just as well as any thing else. Why should it not? There is nothing about democracy, as we see it, that should prevent its history being written not only with a gold pen, but upon Mr. Bentley of Wayne county, who is a can- tablets of gold, if they were plenty enough. We didate for principal Clerk of the House of Represen- havn't the least fear therefore that the gold pen, for tatives, would make an efficient officer we have no which the Journal so handsomely compliments Mr. doubt. Besides other desirable qualifications, he is a Talbott, in our behalf as well as its own, will make us write aristocratically.

INDIANAPOLIS, NOVEMBER 1, 1849.

St. Louis Railroad Convention. This Convention was truly a great gathering of

chair to draft resolutions for the action of the Con- such right. vention, and a committee of one delegate from each If the State applying for admission presented a republican State was appointed by the chair to memorialize Con-

in favor of the Atlantic and Pacific Railroad. Benton, and in resolves and speeches, many delegates before the Convention, and at night masses of dele- if it had not, the power should be expressly conferred before gates and people were addressed till a late hour.

resolution was introduced, providing that the road resolution was introduced, providing that the road Territories might remain in a state of vassalage to the should be commenced beyond the States. Upon this States. And if this Convention was prepared to maintain resolution Mr. O. H. Smith addressed the Convention at length, a condensation of which, from the St. Louis Republican, will be found below.

At the close of Mr. Smith's speech, Judge Dougass, the President of the Convention, resigned, stable gentleman from Indiana (Mr. O. H. Smith) were such as to render it necessary that he should particithe resolution above alluded to, which were read, and upon which R. W. Thompson of Indiana, moved to strike them out from the word resolved, and insert

National Railroad from the valley of the Mississippi to the Pacific Ocean.

Resolved, That in the opinion of this Convention a cago would be such a central and national one. Resolved. That a committee (of fifty) be appointed to communicate to the Convention to be held at Mem-

concurrence of said Convention therein. coming at an early day.

From the St. Louis Republican.

Mr. O. H. Smith's Speech. Substance of the Remarks of the Hon, Mr. Smith, delivered

Hon. OLIVER H. SMITH, of Indiana, addressed the Convenion at length upon the resolution declaring that the road should terminate outside of the States. We cannot give the ntire speech, as it has not been prepared at length, nor do ve pretend to do justice to the speaker. We are happy, nowever, to give the substance of his remarks.

Mr. Smith remarked, upon vi-ing, that he had not intendd, until this morning, to address the Convention. He had oped that it would not be necessary for him to do so. He was, however, compelled to abandon his original intention, and would now claim the indulgence of the Convention, while he gave his views upon this great national enterprise.

Mr. S. said the resolution (which he read,) brought up for discussion the whole merits of the questions involved in the objects of the Convention. He said he objected to that part f the resolution which confined the road to the country beyond the States" This, he said, was, in his view, vital solution should be passed by the Convention, it were better that this Convention had never been called, as such a olution yielded the question; that the General Government had not the constitutional power to construct or maintain this great national work through the frontier States. This was a doctrine to which he could never give his assent-a principle which, if maintained by the Convention and Congress, must put an end to all prospects of the construction and maintainance of a Pacific and Atlantic Reliroad, until the constitution was amended, as he should, in the course of his remarks, attempt to prove. He assumed the position, that no one in his senses would, for a moment, maintain that the Government would undertake to make more than one Railway across the Rocky Mountains. It was a great, a napplificent enterprise, worthy of this progressive age, and of the energy and high character of this great nation. But the very greatness of the enterprise gave the strongest assurance of its accomplishment. The American people love nerculean labors, and they are ever found equal to whatever required of them, if properly directed. But Railroads were not to be made by mere resolves. He was a practical man, and he looked to practical action. He came to St Louis to attend the Convention, for the purpose of giving whatever aid he could, to proceedings which might result in the construction of this great work, and he felt bound to oppose all action of the Convention not directed to that most esirable result, or calculated to defeat it. He said that there was a great difference between Railroads constructed on paper, and those constructed upon a proper sub stratuma scade, with the materials upon which cars might run. The one was easy of construction, and might be brought into existence by the mere imagination of the draftsman, in beautiful language and high sounding terms. But such roads were useless for practical purposes. Railroads could not be built in the air. They had to be constructed on the earth, and none but practical men were to be trusted in their locaor construction. Science was necessary, but plain, practical sense essential to satisfactory results.

italists of other States to furnish the money to build the of Mr. Dailey, nor do I harbog a thot that it gave ample powers, under either the war, post office,

or commercial power, to make the road from ocean to ocean-He illustrated these positions and maintained them at ength; but he said (turning to the President) the Telegraph s not the only discovery of modern times. New do have been discovered since the days of Washington, Jefferson, Madison, Monroe, Adams and Jackson, depriving the American people of the constitutional power of protecting themselves, or of improving their internal condition, however simply, that, though not personally acquainted with er national-while they gave ample powers to invade other countries, and to establish governments there. He said he asked one of this school of gentlemen how this was, and was answered that we had no power in this country because we were under the Constitution here, but when we were beand the United States we were sailing under the law of the Convention. He said, for the purpose of the argument, he would suppose that the principle was yielded, and that it was conceded that the road was to commence beyond the Constitution for that country would be presented at the next by a similar spirit.

session of Congress. So with other territories on this side of the mountains. New States would be made, and then the This Convention was truly a great gathering of the delegates of the people of many of the States, as of the Government, wishin their boundaries. But supwell as max-es of the people, the substance of the pro- pose that the whole road could be made before any new State should be admitted, would that change the question? ceedings of which we gather from the St. Louis papers. Did it not require just as high an exercise of constitutional The Convention was organized temporarily on power to maintain a road, protect it, and keep up and collect Monday, the 15th inst., at 12 o'clock, Judge Ellis of a tariff upon it, as it did to construct it? Most certainly did If, therefore, the Government had not ample powers to Tennessee in the chair. A committee of one from make and keep up and protect the road now, through the each State represented, was appointed to report per- States, it would have no such power, although the work was commenced and completed before the teritory became a manent officers of the Convention. A committee of State. It might be said that Congress could impose terms on three delegates from each State was appointed by the the new State- hereafter to be admitted, so as to require the power to be conceded. He presumed that Congress had no

gress and prepare an address to the American people instance of Congress, contrary to the provisions of the constitution as presented, unless such provisions were requisite to bring the State within its sphere of position upon the great Tuesday was occupied by the able speech of Col. and exciting slavery question, which he did not design to touch in this debate; but if Congress had the right, it could not confer the power in that way. He re-affirmed the posimaking short addresses upon the different questions tion, that Congress had ample power to make the road, and a step was taken in the construction of the work, for it was worse than madness to begin a great national work and ex-On Wednesday, at an early hour of the sitting, a pend millions upon it, when it could not be completed, mainrained, and protected after it was made, only so long as the that position, it had but one duty to perform, and that was to memorialize Congress to submit an amendment to the States, to the Constitution, expressly giving the power, adjourn, and go home and wait till the amendment shall be made. He repudiated all such doctrines, and trusted that the Convention would sustain his position. Mr S. then presented his views at length upon the lines and construction of the work, pointing to the map and directing the attention ing that " the arguments and speech of the honora- to them. He said it was impossible for the delegates to keep from their minds the interest of the people they represent, and he did not desire to do so. He said he wished distinctly to say, that his views of the lines of construction of the pate in the discussion." Judge Douglass then ad- road were, to run one line from St. Louis up the Mi-souri to dressed the Convention. The committee on resolu-tions reported a string of resolutions, on the plan of cago; that these lines would accommodate the North, the South, and the Centre of the Union, and should unite all interests; that State and Company branches would be made to them, of course, from all the Atlantic cities. He spoke of the Whitney route; was opposed to it as impracticable, com-menced in private interests, and he feared would end in prithe following, which, after an eloquent speech from the mover, was unanimously adopted:

Resolved. That in the opinion of this Convention

menced in private interests, and he leared would end to private move speculation, without benefitting many. Such a work must be National; it should never be confined to individuals. But his main objection to it was, that it was so far North that the South and the Centre could not unite with it. He it is the duty of the General Government to provide, at an early period, for the construction of a Central Southern route; the Northern and the Centre could not unite with that. But the objection did not lie against the central or St. Louis soute, as the connection with that route could be made at the point he had named, conveniently, by the North and the South; and he hoped and believed that his grand true k railroad to St. Louis, Memphis and Chi- views would ultimately find favor with the Convention and the American people. He had so written to the committee of the Memphis Convention: he said that the central line, striking the Mississippi at St. Louis, was the line for central phis, the foregoing resolutions, and to request the a word, for the heart of the great Eastern States, and of the great commercial cities of Boston, New York, Philadelphia A resolution was also adopted in favor of a great and Baltimore; and lines of railway were fast stretching National Telegraph Line from the Atlantic to the of the great energy of Pennsylvania, Ohio and Indiana in Pacific, and the Convention adjourned to meet in a the construction of their railways-spoke of the different great National Convention at Philadelphia, on the had no special partiality for St. Louis, beyond her commer-first Monday in April next. The Convention adjourned on Thursday at 12 o'clock. The memorial the city, except Col. Benton and Mr. Bates, with whom he and address to the American people will be forth- had been associated at another place. He only spoke of St. Louis as the point on the great Father of Waters, at which he desired to see one line of the Pacific Railway commence ; and that not on account of St. Louis alone, but because it was the point for the whole central East to intersect the ubstance of the Remarks of the Hon. Mr. Smith, delivered lines of railway in the world—passing over the beautiful before the National Railroad Convention, at its session of and fertile plains of Illinois, especially adapted to railroads by their even surface. He read a table of distances from St. Louis, showing the time of run, at twenty miles to the hour : showing that the time to San Francisco would be five days; the mouth of the Columbia, six days; to New York. by the central Indiana route, 45 hours; to Boston, 50 hours; to Baltimore, through Indianapolis, Richmond, Columbus and Wheeling, 42 hours; to Philadelphia, by Indianapolis, Bellefontaine, Mansfield and Pittsburgh, 42 hours; to Cleveland, through Indianapolis, 28 hours; to Cincinnati, by Vincenne 17 hours; by Indianapolis, 18 hours; to Pittsburgh, by Indianapolis and Bellefontaine, 30 hours; to Sandusky, by Indianapolis and Bellefoliaine, 3º Bours; to Sandusky, by in-dianapolis, 24 hours; to Indianapolis, 12 hours. He spoke of Pittsburgh as the city of the Alleghanies, and the Birming-ham of America; of Dayton and its enterprise; he spoke of the rapid progress of the railroad lines East, and the large amount of capital invested, and the profit of the investment he estimated the Pacific Railroad, with a double track, at \$30,000 a mile, and the time to construct it at ten years. Mr. S. then indulged in general remarks on the importance to the work, and he warned the Convention; that if such a of the road, and its practicability; spoke highly of the speech of Col. Benton, and said he concurred mainly in his

He alluded to the objections that had been urged against the Convention fixing the line: it has been said that Congress alone was competent to discharge that duty. Turning to the President, Judge Douglass, he remarked that Congressmen were but men, and the mere circumstance that a man was elected to Congress, made neither a wiser nor greater man of him. If he was wise at home, he would be so there; but if good for nothing here at home, he would be just the same in Congress. And as to the time of fixing the time, his experience in Railroad matters had been that the so mer the lines were laid down and established the better, as the country would then adapt itself by lateral roads to the main lines Mr. S spike of his trip through the old seat of goverament of Illinois-had heard that the country was only calculated to produce sand hill cranes and small beer politicians, but had found it a beautiful and productive region, only needing cultivation to make it one of the finest sections of the West. He alluded to the old Capitol, with its broken windows, as illustrative of a State policy, that prevents the improvement of the country by refusing the right of way to construct Railways, unless they go to points that no one desires, and to construct which capital could not be obtained. He closed by some patriotic altu-inn to the con-

struction of the work and the perpetuity of the Union. The speech was listened to with intense interest, only interrupted by appliance Immediately after Mr. S. re-umed his seat, Judge Douglass, the P esident of the Convention, resigned the Presidency of the Convention, with the avowed object of replying to the speech of Mr. S., which he pro-

For the State Sentinel. Messas. Entrons:-Having seen by your watchful " Sen-TINEL" that many a good man and time, have become candidates for the various offices in the gift of the Legislature; and are willing to bleed and die in the service of the State, He said it because he was the fast, and ardent friend of this great enterprise, that he opposed the resolution to stop the work at the western boundaries of the States. He argued the question of the practicability of the provision, as That they are all ornaments to the State, there cannot be well as its constitutionality, at much length. Among his positions he said that the proposed commencement on the Pacific he did not specially object to, except that it would prove to be immensely costly in its construction, at the enormous price of labor and materials there. He objected to the point at the boundaries of the States, as the commencement point at the boundaries of the States, as the commencement of the eastern end of the line. He showed the folly of attempting to commence a road 350 miles in the wilderness, with no connecting link between that point and the Mississippi. He said it was not reasonable to suppose that the State of Missouri, or the State of Arkansas, could raise ten or twelve millions of dollars to construct the road from the Mississippi through these States, to the western boundary of their respective States; and it was equally idle to expect capitalists of other States to furnish the money to build the and, and wait for returns until the Government should build his worthy competitors; but certainly, something more than the road, two thousand miles to the Pacific, as the road never would pay a dividend on the costs of construction until the State Auditor, Treasurer, Agent, &c. &c., to possess. Give whole connection was made, and the line was complete to the Pacific. He said all experience showed that Railroads should be constructed in continuous lines, so that the iron management in the conducting of their own affairs of life, and materials might be carried forward by the motive power of the road. He maintained that the aim of the Government in making the work, should not be paralyzed in requiring the commencement to be at a wholly impracticable mocratic paper of the State—have been the unflinching adpoint, and he trusted that the Convention would not so diect. Mr. S then took up the Constitutional question. He what you have once done; hence had I a voice in the halls and no doubt of the constitutional power of the Government of legislation, I might vote for yourselves for Printer of construct this great national work, and if there were such State without at all infringing the tule laid down. But I doubts as should interrupt the work, they should be immediately removed by an amendment of the Constitution. He believed that the Constitution was living in its principles, young men bide their time, and give to the heads of age and young men bide their time, and give to the heads of age and experience the task of managing the affairs of our State government; and then youth will profit by their example, and in turn become the fathers of our commonwealth and the safety of her institutions.

October 23, 1849. WHITE WATER. We think our friend is rather severe upon us, for our brief notice of Mr. Morton. We have to say bim, he was highly spoken of to us by those who do know him personally, and whose character, as genthemen and democrats, is a sufficient guaranty for the correctness of their opinions. We regret that any nations. Mr. S. subscribed to no such doctrines, and yet expression of ours should give offence to our friends; but of course we alone are responsible for any such error. We have tried to avoid every thing that would provoke jealousy or unfair rivalry among candidates, states; did not gentlemen see that they only increased the provoke jealousy or untail rivalry among candidates, ifficulty. Did they not know that before the road could be and shall persevere in this course. We hope the located, the arm of the General Government would be struck friends of the different candidates will be influenced powerless by the admission of California into the Union? A

[Volume 1X::::::Number 21.

FOREIGN ITEMS.

The Paris Journal des Dévats, says: We are glad to learn that England and France are most cordially united in their determination to support their ambassadors in the advice given by them to the Porte, respecting the extradition of the Hungarian refugees, and note has been drawn up by these two powers, of a most energetic character, which it is thought, will have considerable weight with the Emperors of Russia and Austria. The firm language of the London papers with reference to this question, is noticed with great satisfaction by the des Débots.

The Irish journals are filled with accounts of most sanguinary conflicts between the tenantry and the landlords for the possession of the corn; and the long cherished feeling of hatred between the occupier of the soil and the owner, has now broken out with a degree of violence which threatens very serious results, Already numerous lives have been lost. In the Kilrush Union a sentence of eviction has passed against no less than 1800 souls from their homes and their holdings. In such an unpromising state of things, it is not to be wondered that emigration is proceeding with a fresh impulse. It is believed that the winter emigration from the South will be greater than the

The Paris correspondent of the London Chronicle says no importance is attached to the difficulty between M. Poussin and President Taylor. Poussin being a Republican, he had been or was to be recalled. A communication from the Lords of Admirally, under date of October 4, states hopes are entertained that the news brought by Capt. Parker, of the True Love, arrived at Hull from Davis' Straits, of Sir John Franklin's ship having been seen by the natives as late as March last, beset by the ice in Prince Regent's

From the same source reports have been received that Sir John Ross's ships are in the South of Prince Regent's Inlet, and that the vessels of both expeditions are safe. This hope is somewhat strengthened by the telegraphic message to the Admiralty, since received, of the Mayor of Hull, where the True Love arrived

Inlet, is not without foundation.

last March. INCREASE OF THE SALARY OF NAPOLEON .- Mr. Kendall, in his letter from Paris, dated the 6th ult., says he hears a report, from tolerable good authority, to the effect that when the National Assembly next meets, a bill will be brought in granting to Louis Napoleon 3,000,000 frances per annum. His salary at first was 600,000 francs a year, a sum which was doubled before he was four months in power. According to the present rumor, his cousins and more particular friends have canvassed the Assembly well, and they find that there will be a majority of some seventy or eighty willing to vote for this extra allowance to the Presithe country finds itself. His fr ends say that he is already 300,000 francs in debt, and for expenses in-

curred since he came into power. The cholera has dwindled to almost nothing. The latest fashionable medicine for it is colchium, while as to the cause of the pestilence, due notice is taken of the theory of animacular miasmata too minute to be discovered by the naked eye, and, possibly, even by the best micro-copic aids. The most eminent German chemists favor the theory. Your medical faculty will not overlook what is called the discovery of Dr. Brittan, in London. We may still say, I fear, that the potato rot and the cholera are the riddles of the age, the hardest of the Isphinx of nature .- PARIS, 27th

The London Morning Chronicle, of the 13th inst., contains a remarkable and able communication from a Dr. Winslow, entitled The Cholera Psychologically Considered. The author investigates and details the effects of alam or terror on the human frame. He argues, that Cholera is often the result, of mere mental causes, and that moral remedies should be advised and tried. One of these is, national prayer and humilation, at stated periods.

From 1841 to 1847, the French Legislature appropriated to extraordinary public works, upwards of a housand millions of france;--from 1831 to 1840, more than half that sum;-from 1831 to 1847 about nine hundred millions were expended. France has, now executed, or about to be opened, 4,124 Kilométres of Railroad; the kilomètre is a fourth of the old league; about 4,623 of the same measure, of canals, and 678 more in a course of execution. The national classed and well made roads, are nearly 35,000; she has 103 large bridges: 57 great and 104 minor light-houses on

The Spanish Government is believed to be again regotiating with the Count de Montemolin-to obtain a renunciation of his claims to the throne of Spain.

One letter from the Roman States, detailing the conduct of the Spanish troops at present in the territory of his holiness, recalls the stories of Brutus and of Virginius. Some of the soldiers attempted to carry off a young woman, and her husband, unable to save her, killed her. The peasants attempted to avenge her loss, but were worsted in the conflict. Three of them, it is said, were seized and shot on the

Argument Against Early Marriages. A writer in the National Intelligencer notices a communication from the Richmond Republican, signed "W. W. Y." in which early marriages were advocated, and presents "the other side of the picture,"

"Says W. W. Y., 'All know or should know, the pinion of the good and wise Franklin upon this subject, who was a warm advocate in its favor.' Perhans Franklin was Philosophically right in his opinion, but facts go to prove that he was practically wrong. For instance, gentlemen 'all know, or should know,' that the children of very young parents are generally deficient in strength of body and mind and commonly die young. 'All know or should know, that Franklin was the fifteenth child of his father. and the eight of his mother; and more still, he was the youngest child for five successive generations on his mother's side, from whom, more than his father, he inherited his eminent talents. Pitt, Fox, and Burke, were each the youngest child of their respective fami-lies. Daniel Webster is the youngest by a second marriage; so also was Lord Bacon, whose father was fifty, and his mother thirty-two years of age at his

Judge Story's mother was forty-four at his birth; Benjamin West was the tenth child of his parents; and Dr. Doddridge was the twentieth child by one father and mother. It is a proverb that the youngest because the parents are mature in mind and body, and consequently transmit a higher order of mentali-

ty to their offspring. Does the intelligent farmer expect a healthy and luxuriant crop when he seeds with dwarfish green corn or unripe potatoes! And why not bring in requisition as much science and common sense to propagate 'the human form divine' as 'potator-, and cabbage?' Grant that early marriages would obviate much of the vice and wickedness which is now almost unavoidable,' is not the remedy worse than the disease if it be the means of bringing into existence a race of puny, ill-formed children, a majority of whom die before they arrive at maturity? But the evil does not end here. Those who do live transmit their mushroom constitution to their offspring, and thus most effectually are the iniquities of the fathers visit-

ed upon their children." There is another thing quite as important as age, in determining the above question; and that is, a sound constitution and general good health or freedom from disease. In our opinion much more depends upon sound mental and bodily health than upon age, and we think that every one's personal experience and observation will confirm this. It is not age alone that "ripens" either animals or vegetables physically; and we believe that, as a general rule, it is not the most healthy of either that yields the most fruit,though quality may make up on the one hand what it loses on the other. [We don't dare to talk very plainly on this subject, for fear our good neighbors of the Journal may mount us.]

The Remainder of the Pathies HYDROPATHY.

Take a linen sheet, The bigger 'tis, the better, And plunge into the water. Any water 'll do, Croton, sea, or eistern; Each should make a choice Of what best suits his turn. When you're fairly soaked, If you don't feel better. Take a gen rous shower bath.

And get a little wetter. Touch no wine or gin, But gallons of cold water; You'll be better soon, If you aint, you or't to.

Take a pile of rocks, Or bricks if nothing better, Heat them hissing hot. And yourself with pepper-Put them in a basin, Underneath a chair, Wrap a blanket round you To exclude the air. Pour some water on them. And 'Composition' down Your throat, to start the canker. And do disease up brown. Of 'lobelia' take a potion, Wind up with 'No. 6,'

A 'crisis' follows motion,

And you're shortly in 'a fix."

QUACKOPATHY. Take of Brandreth's Pills A twenty-five cent box; And of Townsend's Sarsaparilla. Enough to kill an ox. Before you go to bed Eat a quart of Salmagundi. And on the top of this A dose of 'alicomfundy.' Every night and morning, Drink a pint of brandy, Sweeten, if you please, With a stick of Cough Cure Candy. Add to the above. A pail of Quacknip tea,

Then if you are not dead

You surely ought to be.

Correspondence of the Journal of Commerce. WASHINGTON, Oct. 17.

The mystery is solved, and there is no longer any oom for evasive denials, obscure hints, and apologetic explanations, as to the course of this administration on the Nicaragua or rather the Mosquito question. It is distinctly enough avowed by Mr. Clayton, through the Intelligencer, to-day, that instructions were given to Mr. Squier, in conformity with his ate address to the Director of Nicaragua, and that ne was instructed to represent that this Government would resist the acquisition of any territory on this continent by any foreign power.

It appears from various sources, of adequate auhenticy, that the United States Government proposed its intervention to that of Great Britain, in behalf of the claims of Nicaragua, and that Lord Palmerston be of avail, the Government of Great Britain baving come to a definite resolution on the subject of her pretensions-and that Nicaragua would not be allowed to set foot in Grey-town. An issue has therefore been made between the two Governments, and we

shall see which will back out. There is not in England a more ultra stickler for British rights than Lord Palmerston, and very warlike propensities have been attributed to him. Senator Rives, now Minister to France, declared, in a speech in the S-nate, that we would have had a war with Great Britain on the North-Eastern boundary ques-tion, had not the ministry been changed-for Lord Palmerston was bent upon a war with this country.

As to Mr. Clayton's course of policy on this subject, it is now necessary to inquire how he is to sustain and enforce it ! Merely to issue a declaration, is not of much account. It is brutum fulmen. Will the Cabinet not recommend a declaration of war ! Something must be done to oust Great Britain from her proud occupancy of the Musquito country, or the portions of it claimed by Nicaragua. A mere manifesto will be ridiculous. Mr. Squier intimates that force will be resorted to by this country.

The only way will be, to get up a row in Greytown and then send a message to Congress declaring hat "American blood had been shed on American soil," and ask Congress for a hundred thousand men and fifty millions of dollars. Cougress will not, as we know from past experience, dare to refuse it. The people are always ready to prosecute a war, though they may, as soon as it is over, repudiate and

RAILROAD ACROSS THE ISTHMUS-UNDER CONTRACT. -We are happy to learn that the Panama Railroad Company have put under contract that portion of their Railroad across the Isthmus which lies between the Chagres river and the bay of Panama, about 21 miles, -the whole distance from Panama to Limon Bay being 46 miles. The contractors are Messrs. Totten and Trautwine, whose proposals were the most favorable, and who possess the great recommendation of having been emyloyed for the last four or five years in the territories of New Grenada, in constructing a canal ninety miles long, to connect two branches of the Magdalene river. They have accomplished this work entirely with native labor, and though at first encountering great difficulty, they have succeeded in training the natives into expert workmen, and will be able to carry over with them a large force. Thoroughly acclimated, and with a perfect knowledge of the character and habits of the people, they will begin the Railroad with the advantage of all the experience acquired in constructing the Canal. Their bid was the lowest received, which is good evidence that the difficulties are not so great as have been supposed by those less acquainted with the character and resources of the country. They expect to break ground about the 1st of December ensuing .- N. Y. Journal

NAVAL .- THE PACIFIC SQUADRON .- The following ressels, belonging to the Pacific squadron, were at anchor in San Francisco bay when the steamer Panama sailed, September 1, 1849:

Ship-of-the-line Ohio - flag-ship of Commodore

Frigate Savannah, Capt. Voorhees. Sloep-of-war Warren, Capt. A. K. Long. Store-ship Fredonia, Lieut. Com. Neville. Store-ship Southampton, Lient. Com. E. I. Handy Steamer Massachusetts, on coast survey, Lieut

The frigate Savannah arrived at San Francisco on The Ohio and Southampton were to return home at an early day—probably by the 1st of October. The sloop-of-war St. Mary's, Captain Johnson, was

on a cruise to the ports of Peru and Chili; expected at San Francisco in October. The sloop-of-war Preble, Captain Glynn, was at

Honoluly in July last; to sail thence for the United States as soon as her stores arrived, which had been sent from San Francisco. The cutter Ewing, Licut. Com. Bartlett, sailed

from San Francisco for Bodega on the 23d Aug. The steamer Edith, Lieut. Com. McCormick, also sailed about that time from San Francisco for San Diego and Monterey.

Pox's WRITINGS .- Mr. Redfield, the publisher, will out to press immediately the complete works of the ate Edgar Allen Poe, with a memoir of his life by James Russell Lowell, and remarks on his genius and character by N. P. Willis and hufus W. Griswold, in two volumes, octavo, with Portraits after Durand and Osgood.

We have already given in the Tribune our impressions of the abilities of Mr. Poe, as they are illustrated in his works, which will undoubtedly meet with a very large sale. It was among the last requests of Mr. Poe that Dr. Griswold should be his Editor, and he has consented to arrange his MSS., &c . for the press, for the benefit of his family .- N. Y. Tribune, 17th.

We learn from the Philadelphia Ledger that Chas. F. Hoffman is now confined in the Baltimore Hospital, laboring under a malady which destroys so many of our distinguished men of genius. The New York Globe says the clods of the valley are yet fresh over the remains of poor Edgar A. Poe, and now his compatriot in genius, Hoffman, is following him so closely, a miserable, unfortunate, pitiful, raving, desperate